Stations RENO STATION, CENTRAL PACIFIC RAILROAD, NEVADA, April 15, 1869.

LEAVING SACRAMENTO.

In my last spoke particularly of the cilmate of Sacramente and how baimy and pleasant the atmosphere was and how advanced the vegetation even for California, Leaving Sacramento in the morning, eastward bound, unless posted, the traveller little dreams what he has to pass through before night. He hears of mountains and ravines, snow slides, glaciers, &c., and knows that he has to pass over me and through others; but there is a vague some thing that appears like a dream until the reality breaks upon him, until he finds himself among them all, looking in wonder and astonishment at what nature has created and what man has accomplished At half-past six A. M. we were seated in car of

long journey across the Continent. The morning wherein all the wonders and beauties of the rout viewed to the greatest possible advantage. There was a fresh northerly wind that cleared the atmos phere and reidered distant objects remarkably dis tinct, and this was remarkable for the voyageur making the tour for the first time. Passing out of the station and skirting the northern end of the city we are soon in the open country, and one cannot fall to semark the difference in its appearance from that of the country south of San Francisco. The former presents an appearance more like on Eastern States, well tilled fields, with trees of various kinds, relieving the picture, while the latter exhibits only a vast expanse of country relieved

At the junction, eighteen miles from Sacramento the road to Marysville branches off, and this road will be continued to Oregon with great rapidity; in-deed, enough to reach Red Bluff will be constructed this year. This feeder to the Central Pacific will be found of vast importance, running, as it does, through an immensely rich country and one up this time only scantily settled. Emigrants will throng along its line and five years hence large and productive farms will be found where is only a wilderness. At the function we stop to breakfast, fifteen minutes being allowed for operation, and here station buildings can be found superior to many on much older roads in the East and a meal far better than the average of those furnished at railroad stations. At this point I was tunate enough to be invited to join the president and superintendent of the road, who, in a special train, were following the regular passenger train, bound to the end of the track with the new commissioners to examine and report upon the recently finished sections that have not yet been inspected. This special train consisted of the locomotive, tender and two cars-one to contain provisions and accom

and two cars—one to contain provisions and accom modations for the train hands, the other fitted up for the convenience of the principal officers of the road when at the front and compelled to remain for days in the wilderness. This car is a model of comfort and convenience, and toe luxury of travel would be to have it for a party of five or six to cross the Continent in. It has a kitchen, dining room, large sieeping apartments, and a drawing room fitted with luxurious iounges, easy chairs, tables, &c., and in fact every article to render a thousand mile ride nothing more than a mere pleasure trip. I could not help wishing that I was going through without break, for then the few miles of staging from end to end of track would have been nothing. Having the opportunity of going along with this select party I found of great advantage; very much information was given me, and many points were shown that otherwise I would have remained in ignorance of. Indeed I was in luck and made the most of it.

UP THE MOUNTAINS.

At Newcastle station, thrity-one miles from Sacramento, commences the heavy grade. Here the freight trains take the heavy thirty ton ten wheel engines wherewith to make the ascent, which is continuous until the summit is reached. From Newcastle to Auburn, five miles, the rise is 455 feet, or ninety-one feet to the mile. Between Dutch Flat and alta, two miles, the grade is 100 feet to the mile, the heaviest grade on the road being 116 feet to the mile. Upon this portion of the road, or as soon as you commence the up-hill work, the view in every direction is surpassingly fine. Off to the westward the Sacramento Valley can be viewed in all its lovelness; at one point you catch a view of the Marysville Buttes, a range of hills rising suddenly out of a vast plain; to the northward and southward the scenery is much the same, ranges of hills and mountains, well timbered, rising one above another as far as the eye can reach, while at the eastward the show caps of the Sterras can be observed coming closer and clo

At the platform of the station was covered with pas-sengers, bound in different directions. Here the West-ward train was met, and the place presented a lively appearance, so far as the rainroad was concerned; the town don't amount to much as yet, but a radical would, from its name, have doubtiess pronounced it charming. We are now in the gold region, and as we approach Dutch Flat the operations of hydraume with the seen in every direction. here, as we approach Dutch Flat the operations of hydraum principal he seen in every direction. For some time we have been passing studes mines, and we had a fine view of the amount of labor done in the locality through which we passed. Entire hills have been washed away, and in some places, when an extended view could be obtained, the country for miles looked as if it had been described. places, when an extended view coils be obtained, the country for miles looked as if it had been desolated by a freshet. Other points were noticed where small mining parties had located on the banks of some switt-running stream, their little camp looking like a speck in the wilderness around them. Here we were well able to judge of the hardships endured by the miners of early times in their prospecting expeditions and location so far away from all that appertained to civilization. Gold has its factuations, I will acknowledge; but I could not see the point of going through so much hardship and privations as the "honest miner" used to, and still does, in order to obtain it.

It would fill a book, and one of respectable dimensions, to describe at length every beautiful view that is obtained along the line of this great railroad. You cannot see them all on one trip, for while your eyes are diverted in admiration to one side you may be passing unobserved an equally beautiful picture on the other. Whichards was a state of called will be found and expressions of delight, and it fluids be a human of expressions of delight, and it fluids be a human of expressions of delight, and it fluids be a

the other. Whichever was a least a carlie will be house of expressions of delight and it must be a human being devoid of feeling who can pass to the summit without acknowledging that the picture before him is the excelled in beauty. I do not say this because I have seen no other, and I do not wish the Herallo readers to think that it is a novice seeing magnificent scenery for the first time that is writing. No, Europe, Asia and South America are old friends. I nave seen much of them, and yet will not retract one word of what I have said and am going to say respecting this journey. magnificent scenery for the first time that is writing. No; Europe, Asia and South America are old friends. I have seen much of them, and yet will not retract one word of what I have said and am going to say respecting this journey.

I will take the celebrated point called "Cane Horn." where the road makes a sharp curve around a precipice several thousand feet high, as one place alone where the grandeur of the landscape can be witnessed to perfection. You look down upon a fork of the American river that appears no bigger than a creek you could step across; you watch it in its torns and meanderings for miles through ravines whose wails appear aimost as high as the mountains you are crossing. Mountains and valleys, covered with a magnificent growth of forest theore, and peaks of the Sieffla show-covered are before you, and above you the mountains rise to a height that cause you to think you cannot be far from the base, and yet, to make a faise step would send you down a distance so great that I distike to think of it, for the precipice is aimost perpendicular. Here it was that Mr. Crocker, the sufferinedment of the road, was nearly lost by reason of the ground giving way when attempting to craw in amount of the succeeded in grasping a root that held him until others, by reaching over, managed to grasp him and haul him up to a place of security. A horse and cart once went over, and it is needless to say that both were destroyed.

at last, and how strange it looks to one who has not seen it for years. It is now not so heavy as a mouth since; in places it has methed, leaving the gas that both were destroyed.

at last, and how strange it looks to one who has not seen it for years. It is now not so heavy as a mouth bare, but still there is enough left to prove that they have had plenty of it during the past six mouths. Now you begin to appreciate the change of climate in six hours, and realize the fact that you have passed from summer to winter; that from eating strawberries and cream, with the thermometer at seventy-

comes.

SNOW SHEDS.

I may as well treat upon these under one subhead, for they form a most important and interesting feature in the construction of the road. When first the summit was crossed, and the road opened into the vailey of the Truckee, experience proved that something must be done to protect the track from the heavy falls and drifts of snow in the cuts, and avalanches from the peaks above, or else the road would be closed in winter and rendered dangerous in the extreme in summer. The cost was calculated, and although the expense was enormous, it was deemed far greater economy to go on at once with them than run the risk of having traine stopped, if only for a single season. The work was com-

menced and pushed forward with great energy, and now there are over twenty-six miles of shadding completed, and their absolute necessity and great uscalainess have for although the storms have been beavy the travel has not been impeded one day, whereas it would have been closed entirely but for the protection they afforded.

They are constructed two ways, the high peaked roof open at both entirely the strength here and rather they are at times subjected. At the summit, between their ability to sustain the great pressure to which they are at times subjected. At the summit, between the tunnels, and where the road is cut round the edge of the mountain, and liable to be covered by the avalanches from above, they can better be called steed, humens upright timbers tweve by called steed, humens upright timbers, tweve by called steed, humens upright the steed of the track to a proper acide. At the summit and then a road of the steed of the track to a proper acide. At the summit and the are tracked with all the strength that can be given them. At the summit is composed, on the outside it is beared up to prevent the drift that would occur when the heavy gales of winter trace place. This is unfortunate, for it shuts out one of the finest views in the world, but scenery must live way to necessity this time. The summit done hugh. Consequently the immanser is 10,000 feel hugh. Co

as an inducement for travellers to come and serve as an inducement for travellers to come and see for themselves.

FROM SUMMIT TO TRUCKEE, a distance of footfeen miles and a descent of 1,176 feet. On leaving the summit you will observe on your leit and hundreds of feet below you one of the most beautiful sheets of water you ever beined. This is Donner lake, some five miles in length and about a mile in breadth. It is, I believe, the highest sheet of water in the world and is of great depth, and its waters are remarkable for their transparency. It is one of a series of lakes to be found in this region and which in future are destined to become great piaces of resort not only for residents, but for travellers from all parts of the world. Lake Tahoe and Pyramid lake are of this series, and the former is already considered one of the great watering places of the Pacific coast. On this our downward course we pass through nothing but snow and Lorest; we glide along on one side of a ravine and on the other we see the passenger train, that we have followed closely, far below us: here the road is crooked, as it is required to be, for no straighter road could be made on a grade easy enough to be worked. You cannot fall to notice that through all the country we have fell passed there is no scargity of wood, and this is fortunate [5]. The company, they in we if delivered alongside the track at two dollars per cord, which is very reasonable. You here fail to see much for admiration on this side the sierra, for you have been surfeited on the other; but if you keep your eyes about you particular gems of scenery occur that one can linger over as long as they continue in sight. I forgot to say, while speaking of Donner lake that it was at its head, or near it, that a party of emigrants destined for foregon found the manufactor on the water seeds of the passenger of the country the control of the country the control of the country we have seed the passenger of the passenger of the country we have been surfeited on the other; but Douncr take that it was at its need, or near it, that a party of emigrants destined for Oregon found Domaéives lôst; they became separated from the main body, and wandered into this ravine, when, after the most horrible sufferings, and having to resort to human fiesh to satisfy their launger, the greater portion of them miserably perished. Their remains were found afterwards by Colonei Fremout's party. I believe and interval on the son.

In the control of the miner below the substitute of the control of the control of the miner below the control of the minerally persisted. Their greater portion of them minerally persisted. Their greater portion of the minerally persisted the control of the cont

ed a long time and that before the war were considered first class.

All the bridges that I passed through or over are of the first class permanent structures that are built to remain; the culverts are all well constructed, and you find them wherever there is a possibility of their being required. We can't have perfection at once; time alone can make this rigantic enterprise equal to all the requirements of the age, but the Central Pacific has done wonders when we consider the few months it has taken to lay so vast an amount of track over a country of which so much is a widerness and a desert. "Give the devil his due," and don't growi over this road for a year to come—not until the two have joined and time has been given to correct errors in construction that at first were unavoidable. Let us be proud that we have a railroad across the Continent; one that places New York within a week of San Prancisco and that shows the world what American energy and enterprise can do when there is an object to be gained by it.

FROM TRUCKER TO RENO, distance thirty-five miles and descent of 1.341 feet.

Francisco and that shows the world what American energy and enterprise can do when there is an object to be gained by it.

FROM TRUCKER TO RENO.

distance thirty-five miles and descent of 1,341 feet. Over this section there is nothing of much interest, except that you leave the fertile region of California for the desolate, God-forsaken, barren country of Nevada, the land of sage brush and alkali, when you have mountain and valley without sign of vegetation except the aforesaid sage brush, and this appears to cover everything. You see mountains thousands of feet high that are the pictures of desolation; rough, rarged peaks that look forbidding in the extreme, but they contain silver and gold, and herein is the charm, for did they possess no more of value than appears upon the surface they would be shunned by man—yes, even by a Digger Indian.

RENO

I cannot say much for at present. I have not had time to inspect it, for here i must branch of for a season to visit Virginia and Gold Hill, twenty-two miles distant. It will be sufficient to say, however, that, considering where it is, it is a thriving place. The railroad station is all that you can ask for, and more than you can expect in such a miscrable looking locality; and you are here within reach of every part of the world, for the telegraph follows the track and an operator is found at every station. The stage is to start in a few moments, a regular Concord coach, with six fine horses; nine are to be inside and as many more outside. We go about fourteen miles over nearly a level country and then to reach Virginia we climb over 2,000 feet in a distance of five miles. I trust we may get there sate, and that I may be able to resume the thread of my story in that city of mining stocks and bullion.

AUSTRALASIA.

The following interesting budget of correspondence from Australia has just been received from our special correspondents in Sydney, Melbourne and Wellington.

Outrages by the Navosa Tribes Upon the Settlers in Feejee-A White Child Cooked and Eaten-Wholesale Slaughter of Natives-Call by Thakombau for Five Hundred Volunteers.

The settlers in Zoope are again in service deager
in consequence of "mixine Propose", Fig. 27, 100,
The settlers in Zoope are again in service deager
in consequence of "mixine Propose", Fig. 27, 100,
The settlers in Zoope are again in service deager
in contract of the C The settlers in Zeejee are again in serious danger, in consequence of "native troubles." Last month l

from a letter by an English captain on this subject wird doubtless be of interest to American owners of whaters." It is a disgrace to the British flag that the Americans have so long monopolized this remonerative cursuit. When at the Bay of his and a few months since, the pilot, an old whater, told me that some half dozen well flashed Yankees, wishing to send home to America some of their oil, chartered from Auckland an English ship for that purpose. The ship not making her appearance as soon as she ought, they thought that they would go outside and get enough oil to pay her freight. In about a fortnight they not only got sufficient oil to pay the freight, but to buy the ship into the bargain. It was all taken about 140 miles due east of the bay. To the Alabama and Shenandoah the whales are indebted for somewhat of a respite from the pursuit of their inveterate enemies, the "down-casters."

The War Ended in New Zenland Te Kooti-Treachery of King Matutaera-Capture of Nukumaru and Agataetmare Pas on the West Coast—Tito Kowaru a Prisoner—Dispersion of the West Coast Hauhaus—Charge of Cruelty Preferred Against the Captain of the American Whaler

WELLINGTON, Feb. 15, 1869. Following the news of the fall of Nyate Pa, the dis pension of the Hauhaus and the general collapse of the rebellion on the east coast, came the welcome intelligence that Te Kooti himself, who it was feared would succeed in effecting his escape, had died from a bullet wound in the lungs, which he had received while fleeing from his deserted stronghold. It is a pity that so bloodthirsty a wretch the prime instigator of the Poverty Bay massacre, should have died in so comparatively honorable a manner, but it is something to know that he is num-

bered among the things of the past.
Such of the Hauhaus as managed to escape pur suit are still wandering about the mountain ranges back of Poverty bay, and it is hoped that they may yet all be captured. The treachery of King Matutaera is now, however, well established. He has poto to To Pohipi and the leading chiefs at Taupo, asking them to allow the defeated Hauhaus to pass through the Urinera country. As the king has all along professed himself opposed to the war, this is a clear proof that he has secretly encouraged it, as was suspected. Te Pohipi firmly refused to accede to this request, even though Rewi promised that the king should try and punish the ringleaders in the rebeilion. He told Rewi that he had been supplied by the government with arms and ammunition and that he and his subjects would lose their lives rather than allow one of the miscreants to cross the threshold of his territory. The defeated Hanhaus are now therefore between two fires and will probably fail eitner into the hands of the colonial forces or of Te

FIRES IN THE UNITED STATES DURING APRIL. Losses Twenty Thousand Dollars and Upwards.

The following is a list of fires and the property destroyed where the loss was \$20,000 and upwards with the exception of New York city, where the total loss is given, occurring in the United States

juring the month of April:-	
	Low
1—Auburn, N. Y., cotton factory	\$75,000 260,000
3 Rochester, N. Y., lofts	20,000
	75,000
	125,000
5 Brownsville, Tenn., eight buildings	30,000
5 Knob Knoster, Kan., stores	60,000
5 Seima, Ala, stores. 6 Alleghany City, Pa., steel works	30,000
7. Petroleum Centre, Pa., hotel, Ac.,	25,000
7 Emicence, Ky., stores.	40.000
8 Madison, Ga., business portion of town 8 Philadelphia, stores.	120,000
8-Peoria, Ill., railroad roundhouse	50,000
9 New Orleans, steamship General Grant.	500,000
9. Johnson county, Ga., cotton, ginbouse, &c. D. Near Membis, dwelling house. 1. Hancock, Mich., large part of town. 2. Portland, Mc., storchouse. 4. Kipon, Wis, fifteen buildings. 4. Sharpsburg, Pa., oll collery. 5. Chicago, lannery.	40,000
	500,000
	40,00
	300,00
	25,00
15 -Aitoona, Pa., houses and stables,	40,00
15-Kalamazon, Migh., six buildings	75.00
16. Murfreesboro, Tenn., stores, &c	75,00
16. Toledo, Ohio, stores. 16. Cleveland, Ohio, slaughter house and harrel fac-	100
tory	25,00
18.—Chorry Valley, III., business part of village 18.—South Newmarket, N. H., machine shop	80,00 45,00
18. Cleveland, Obio, newspaper office and stores	20,00
20 Jacksonville, Ill., State Asylum for Blind	50,00
24 You Bet, Cal., portion of village	20,00
28 - Elizabeth, N. J., sash and blind factory	20,00
28 Philadelphia, railroad depot	40,00
26 Philadelphia, skating rink. New York city, total losses.	100,00
Total. Total for April, 1968.	9,800,00
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The Russian government has addressed a memorandum to the Powers who signed the treaty of Paris, in reference to the law passed by the government of the Sublime Porte on native Turks. This memorandum denounces the law, and calls for a European Conference, in order to study its application to the Christian population. Prussia is said to entertain the same views.

CHINA.

The English Troubles in Chinese Waters— The Swatow Affair—Three Villages Burned by the English—The Footbow Difficulty. Hong Kong, Feb. 20, 1869.

Hong Kong, Feb. 20, 1869.

More war between England, or rather the English, and China. Right upon the heels of the Yangchow difficulty serious disturbances have taken place both at Swatow and Fooonow, requiring more powder and shot to put an end to them; and this was done, too, without referring the difficulty to the central government, according to the terms of treaty entered into, or rather proposed, by Mr. Burlingame and Lord Clarendon. The difficulty at Swatow commenced on the 20th of January. Her Britannic Majesty's gunboat Cockchafer, Lieutenant Kerr, was Majesty's gunboat Cockchafer, Lieutenant Kerr, was stationed at Swatow. Lieutenant Kerr, requiring to exercise his men in boat manœuvres, took them for a pull some eight miles, luckily in armed boats, When they passed the village of Puling the villagers seem to have taken umbrage at the sight of the boats flying the British ensign and forthwith com-menced pelting at them with stones. Lieutenant Kerr protested against this and landed to seek the head man, addressing himself to a respectable Chinese, who, it subsequently turned out, was actu-ally the head man himself. Lieutenant Kerr asked him where the elders were to be found, but he refused to say, and falling to obtain the in-terview desired Lieutenant Kerr eventually detersisted, and the braves coming to the rescue of their chief fired on Lieutenant Kerr and his party, but were sent to the four winds by a few rounds from he Sniders, Lieutenant Kerr then re-embarked, with

were sent to the four winds by a few rounds from the Salders. Lieutenant Kerr then re-embarked, with the intention of returning, but he had not got a mile when he was met by the villagers of Puling, Gutingpin and Tautun (who are in league), who had cut across a neck of land to intercept him, and a murderous fire was poured into the boats from the high banks, wounding eleven, two of them severely. The fire was returned, and it is reported that eleven villagers were killed and thirty wounded. Fortunately, none of the men in the boat were killed.

The Chinese, immediately on the boats retiring, assisted by the inhabitants of the surrounding villages, began to build substantial mud forts and armed to the number of 6,000 men. Placards were posted all through the city of Swatow offering a reward of fifty dollars for every European head. Lieutenant Kerr immediately sent notice of these proceedings to the Admiral at Hong Kong, and the British ships-of-war kinaldo, Perseus, Leven and Bouncer were sent up to the scene of the froub's.

On the morning of the 29th instant, at four o'clock, a force of 450 men, consisting of the kother vessels, started, under the command of Commodore Jones, and landed at daylight near Swatow. They then marched into the country and burned three villages, one of them being the place where the men of the Cock-chafer were fired upon. The natives offered a bold resistance, and the work of firing and destroying the villages was not accomplished without some considerable loss on the part of the natives and two

STATUE OF FREDERICK DOUGLASS.—A meeting was held yesterday aftermoon at the rooms of Mr. J. B. Smith, 13 Bullinen street, for the purpose of devising a pian for the obtaining of subscriptions in aid of the erection of a statue of Frederick Douglass, the eloquent colored orator, to be placed upon an angle of the proposed Lincoln monument at Washington. The meeting was entirely informal in character, no committee being formed to carry out the scheme, but a few of those present signified their willingness to visit prominent persons in aid of the monument, and aiso subscribed very generously on their own account.—Boston Post, May 1.

MARRIAGES AND DEATHS.

Married.

Married.

Golding—Stanberg.—In Wheeling, West Vr., on Tuesday, April 27, at the residence of the bride's mother, by the Rev. Dr. Brand, assisted by Rev. Dr. Lourge, Thomas Golding, United States Navy, to Miss Genevieve Stanbery, of Wheeling, West Vr. Owens—Resville,—On Thursday, December 26, 1867, by Rev. Dr. John Dowling (at the pastor's residence), James R. Owens to Caroline B. Resville, both of this city.

Kerp—Homeyard.—On Saturday, May 1, by the Rev. Francis E. Lawrence, of the Holy Communiton, James W. Kerp to Laura, daughter of J. C. Homeyard, M. D., all of this city.

Died.

Died.

Angevine.—On Saturday, May 1, Lewis Wash-Ington, youngest child of Lewis F, and Jane Angevine, aged 5 years, 9 months and 15 days.

The relatives and friends of the family are invited to attend the funeral, from the residence of his parents, 307 West Fitteents street, this (Monday) evening, at seven o'clock. His remains will be taken to Tarrytown on Tuesday morning for interment. Airchison.—On Sunday evening, May 2, Wm. R. Airchison, only son of the late James Alichison. Notice of the funeral hereafter.

Brown.—Suddenly, at White Flains, Sunday morning, May 2, Hannari, wife of St. John Brown.

Notice of the funeral hereafter.

Bocapron.—In Brooklyn, on Sunday morning, May 2, of consumption, Georgie, wife of Daniel K. Houghton and the youngest daughter of Minerva and the late Capiam Ichabod Sherman, aged 27 years.

Funeral services will take place at the residence of her mother, 199 Fort Green place, on Tuesday afternoon, at three o'clock.

CAIN.—On Sunday, May 2, in the 44th year of her age, Mania, beloved wife of Thomas Cain.

The funeral will take place on Tuesday morning, at ten o'clock, from her late residence, 123d street, first house east of Eighth avenue. Her remains will be taken to St. Joseph's church, Manhattanville, where a solemn requiem mass will be offered for the repose of her soul, and from thence to Caivary Cemetery for interment.

Corren.—On Saturday, May 1, after a short and severe illness, Bernaran, the beloved son of James and Margaret Cotter, in the 26th year of his age.

his parents, 713 Mott street, this (Monday) afternoon at two o'clock. The remains will be interred in Calvary Cametery.

DONAHUE.—On Sunday, May 2, MATTHEW DONAHUE, a native of the parish of Kilan, county Cavan Ireland. aged 55 years.

The friends of the decessed are respectfully in vited to attend the funeral, from his late residence, 29 Walworth street, on Tuesday morning, at nine o'clock.

o'clock.

Donohur, —On Sunday, May 2, Michael Donohur, aged 38 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late respected, 55 Elm street, on Wednesday afternoon,

Velock.
JARTY.—On Saturday, May 1, John Fogan

two o'clock.
Fogarty.—On Saturday, May 1, John Fogarty
aged 76 years.
The relatives and friends of the family are respect
fully invited to attend the funeral, from the residenc
of his son, No. 373 First street. Brooklyn, E. D., this
(Monday) afternoon, at two o'clock.
Folsom.—In Rome, Italy, on Saturday, March 27
Hon. George Folsom, of this city.
The relatives and friends, the friends of his
brother, Charles J. Folsom: of his brother-in-law
Benjamin R. Winthrop, and the members of the
various institutions with which he was connected
are invited to attend the funeral, at St. Mark's
church in the Bowery, corner of Stuyvesant stree
and Second avenue, on Tuesday afternoon, at haifpast four o'clock, without further notice.
GARDNER.—MARGARET GARDNER, aged 57 years.
The relatives and friends of the family are respect
rully invited to attend the funeral, this (Monday) af
ternoon, at two o'clock, from her late residence, 86.
Second avenue.
GRIFFIN.—In Jersey City, on Saturday, May 1
REBECGA D. GRIFFIN, widow of Thomas J. Griffin
and eldest daughter of John and Catharine Craw
aged 31 years.
The relatives and friends of the family are respect-

and edgest daughter of John and Catharine Cravaged 31 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the Nort Baptist church, Jersey avenue, corner or South Fift street, Jersey City, this (Monday) afternoon, at two clock.

GUINEY.—On Saturday morning. May 1, orotracted illness of three years, WILLIAM 6 aged 28 years.

The funeral will take place from his late residence 217 Hester street, this (Monday) afternoon, at two

The funeral will take place from his late residence. 217 Hester street, this (Monday) afternoon, at two o'clock precisely.

HANRAHAN.—On Saturday evening, May 1, PAPRICK, youngest child of Edward and Johanna Hanrabae, aged 18 months.

The relatives and friends of the family are invited to attend the funeral, from No. 6 Carroll street, South Brooklyn, this (Monday) afternoon, at one o'clock; thence to Flatbush Cemetery for intermen, Huchtring,—On Saturday, May 1, John Herry, o'o of John and Augustine Huchting, aged 3 years, a months and 29 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from his latents' residence, 767 Washington street, this (Monday) afternoon, at one o'clock.

LEON.—On Saturday morning, May 1, Heyman Leon, in the 46th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, Arlington House, No. 22 East Fourteenth street, this (Monday) morning, at nine o'clock.

LEVY.—On Frikay night, April 30, Alexander Levy, aged 78 years.

The relatives and friends of the family are invited to attend the funeral, from his late residence, corner of Sixth and North Sixth streets, Williamsburg, this (Monday) morning, at nine o'clock.

LITTLEJOHN.—At 478 West Thirty-fourth street, on Saturday, May 1, David LittleJohn, in his 56th year.

Saturday, May 1, DAVID LITTLEJOHN. In his Settinger.
Edinburg (Scotland) papers please copy.
LIVINGSTON.—At Brunswick, Germany, on Saturday, April 10, JULIAN BROOME LIVINGSTON, only sons of Commodore Livingston, U. S. N., in the 24th year of the navy are respectfully invited to attend the funeral services, which will be held at Grace church, this (Monday) morning, at ten o'clock. The remains will be taken to Greenwood Cemetery for interment.
LUNDERGAN.—On Sunday, May 2, CATHARINE, reflect of Cornelius Lundergan, late of Carrick-oi-Sur, county Tipperary, Ireland, aged 85 years.
The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 3 Morris street, this (Monday) afternoon, at one o'clock.

late residence, No. 3 Morris street, this (Monday) afternoon, at one Oclock.

MILLER.—On Saturday morning, May 1, after a short but painful illness, Ann Furreershaw Miller, in the 66th year of her age.

The friends of the family are requested to attend the funeral, from her late residence, No. 74 Oliver street, this (Monday) afternoon, at two O'clock.

MINGST.—On Saturday, May 2, HENRY MINGST, aged 6 years, 8 months and 8 days.

The relatives and friends of his father, Henry Mingst, are respectfully invited to attend the funeral, on Tuesday afternoon, at two O'clock, from his residence, corner South Fourth and Eleventu streets, Brooklyn, E. D.

MOORE,—On Saturday, May 1, at Greenpoint, L. L., JONATHAN MOORE, in the 56th year of his age.

Funeral services at his late residence, 25 Kens street, Greenpoint, this (Monday) afternoon, at two O'clock. The relatives and friends of the family are invited to attend without further notice.

The relatives and friends of the family are invited to attend without further notice.

MULVEY.—At Savannah, Ga., Friday, April 23,
John MULVEY, aged 47 years.

The funeral will take place from his late residence.

Ist Front st., Brooklyn, this (Monday) morning, atten o'clock; thence to St. Anne's church, corner of Front and Gold streets. The friends are respectfully invited to attend without further notice.

McCauley.—On Sunday morning, May 2, at twelves o'clock, after a short liness, James McCauley.Ea native of the county of Fernanagh, Ireland, in the 30th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 380 Second avenue, on Tuesday afternoon, at one o'clock.

McCoy.—On Sunday, May 2, after a short and severe illness, Baidder Della McCoy, the beloved daughter of Alexander and Catharine McCoy, aged 17 years.

The friends of the family are respectfully invited.

The friends of the family are respectfully invited to attend the funeral, from the residence of her parents, 280% Bowery, on Tuesday afternoon, at two

rents, 280% Bowery, on Tuesday alternoon, at two o'clock.

MCREADY,—On Saturday morning, May 1, ANN ROOBBACH, widow of Thomas McCready, in the 80th year of her age.

The relatives and friends of the family are invited to attend the funeral, from the Northwest Dutch Reformed church, West Twenty-third street, Rev. Mr. Ganse's, this (Monday) morning, at eleven o'clock.

McHugh.—On Sunday, May 2, EMMA MARIA, infant daughter of Patrick and Ellen W. McHugh, ag. 18 years and 6 months.

To those who for the loss are grieved,

This consolation's given—

She's from a world of woe relieved,

This consolation's given—
She's from a world of wee relieved,
And blooms a rose in heaven.
The funeral will take place from No. 517 Penril
street, this (Monday) afternoon, at half-past two
o'clock. The friends of the family are invited to

o'clock. The attend.
McNTYRE.—On Saturday, May 1, Bridge, 1, McNTYRE.

The relatives and friends of the family, and those of her brothers, Daniel and James Kennedy, are respectfully invited to attend the funeral, from her late residence, 557 Ninth avenue, corner Forty-sixth street, this (Monday) afternoon, at two o'clock.

Nevada, Idaho and Gaiveston (Texas) papers

Street, this (Monday) afternoon, at two Nevada, Idaho and Gaiveston (Texas) papers please copy.

NEWMAN.—At Tarrytown, on Saturday evening, May I, Mrs. Carharise R. Newman, widow of Alleo Newman, aged 48 years.

Funeral services to be held on Tuesday afternoon, at one o'clock, in the M. E. church. Up trains leave Thirtieth street defot at 10:45 A. M., and returning leave Tarrytown at 5:07 P. M. Friends are invited to attend, without further notice.

Wheeling (West Va.), Newark (N. J.), Washington (D. C.) and Chennati (Ohio) papers please copy.

Patrison.—At Waite Plains, N. Y., after a brief illness, Joseph, youngest son of William and Mary J. Patrison.

attison. The relatives and friends of the family are respect-

The relatives and friends of the family are respectably invited to attend the funeral, on Wednesday morning, from the rosidence of his father, Winterland, Invited to attend the funeral, on Wednesday morning, from the rosidence of his father, Winterland, Invited to attend the funeral of the ten A. M. train from New York.

PHELAN.—On Sunday, May 2, MARY E. PHELAN, eldest daughter of Finion and Eliza Phelan.

The funeral will take place from the residence of her, father, 278 East Seventy-fourth street, on Tuesday morning, at haif-past eight o'clock, to St. Peter & Cemetery, Staten Island.

PRENTISS.—On Sunday morning, May 2, GROBGR W. C., infant son of Amos and Eliza Prentiss, aged 1 year and 19 days.

The relatives and friends are respectfully invited to attend the funeral, from 205 Thompson street, this (Monday) afternoon, at two o'clock.

RALPH.—On Saturday, May 1, Thomas G. RALPH, in the 32d year of his age.

The relatives and friends of the family are respectfully invited so attend the funeral, from the residence of his mother. No. 300% Mott street, this (Monday) afternoon, at two o'clock.

New Orleans papers please copy.

RICHARD.—In this city, on Saturday, May 1, MARY RICHARD, aged 45 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 225 West Twenty-ninth street, this (Monday) afternoon, at one o'clock.

SEYMOUR.—On Sunday morning, May 2, after a short illness, from rheumatism of the brain, Charles S. C. B. SEYMOUR.—On Sunday morning, May 2, after a short illness, from rheumatism of the brain, Charles S. C. B. SEYMOUR.—On Sunday morning, May 2, after a short illness, from rheumatism of the brain, Charles S. C. B. SEYMOUR.—On Sunday morning, May 2, after a short illness, from rheumatism of the brain, Charles S. C. B. SEYMOUR.—On Sunday morning, May 2, after a short illness, from rheumatism of the brain, Charles S. C. B. SEYMOUR.—On Sunday morning.

years.
Notice of the funeral in Tuesday's papers.
Notice of the funeral in Tuesday's papers.
STEAR'SS.—On Sunday, May 2, CHARLES E., son of
Joseph and Elizabeth Stearns, aged 2 years and 2

days.

STEVENSON.—On Saturday, May 1, KATE STEVENSON, only daughter of John and Sidney Stevenson, aged 24 years.

The relatives and friends of the Iamily are respectfully invited to attend the funeral, from St. Luke's church, Hudson street, opposite Grove, this (Monday) afternoon, at two o'clock.

STRAUS.—On Sunday, May 2, SIMON STRAUS, aged 40 years.

STRAUS.—On Sunday, May 2, SIMON STRAUS, aged 40 years.
The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 114 West Forty-seventh street, between Sixth and Seventh avenues, on Tuesday afternoon, at two o'clock.

SWORDS.—In this city, on Sunday, May 2, JOHN E. SWORDS. in the 45th year of his age.
TOWERS.—On Wednesday, April 28, at the residence of his mother, Mrs. Mary E. Towers, after a short illness, of congestion of the lungs, JAMES TOWERS, eidest son of the late John Towers.

His remains were taken to Greenwood for interment.

ent. WENNER.—Suddenly, on Saturday, May 1, Minera WENNER,—Suddenly, of Santialy, and WENNER, aged 75.

The relatives and friends of the family are respectfully invited to attend the functial, from the residence of her sen-ineaw, John J. Doyle, No. 36 Third, avenue, on Tuesday afternoon, at one o'clock.